

National Transportation Safety Board  
Washington, DC 20594

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Brief of Accident

Adopted 04/27/1983

FTW82FA152 File No. 2972	04/27/1982	ROANOKE ,TX	Aircraft Reg No. N6502T	Time (Local): 14:50 CDT		
Make/Model:	Beech/B23			Fatal	Serious	Minor/None
Engine Make/Model:	Lycoming / O-360-A2C		Crew	2	0	0
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):						
Type of Flight Operation:	Instructional					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Same as Accident/Incident Location				Condition of Light:	Day	
Destination: Local Flight, TX				Weather Info Src:	Unknown	
Airport Proximity: On Airport/Airstrip				Basic Weather:	Visual Conditions	
Airport Name: AERO VALLEY				Lowest Ceiling:	25000 Ft. AGL, Overcast	
Runway Identification: 17				Visibility:	7.00 SM	
Runway Length/Width (Ft): 3500 / 40				Wind Dir/Speed:	110 / 009 kts	
Runway Surface: Macadam				Temperature (°C):	78	
Runway Surface Condition: Dry				Precip/Obscuration:		
Pilot-in-Command	Age: 24			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	1055	
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Glider				Last 90 Days:	113	
				Total Make/Model:	3	
Instrument Ratings				Total Instrument Time:	110	
Airplane						

\*\*\* Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. \*\*\*

WITNESSES REPORTED THAT THE AIRCRAFT APPEARED TO TAKEOFF AND CLIMB NORMALLY UNTIL IT REACHED AN ALTITUDE OF ABOUT 100 FT AGL. IT THEN PITCHED UP ABRUPTLY TO ABOUT A 70 DEG NOSE HIGH ATTITUDE. AFTER THE PITCH-UP, THE AIRCRAFT CLIMBED TO ABOUT 175 TO 200 FT AGL, STALLED, ROTATED ABOUT THE LEFT WING TIP AND ENTERED A SPIN. THE PLANE ROTATED ABOUT 270 DEG BEFORE CRASHING. NO PREIMPACT MALFUNCTION OR FAILURES OF THE ENGINE OR FLIGHT CONTROLS WERE FOUND. TWO METALLURGICAL EXAMINATIONS OF THE SEAT TRACKS AND SEAT LOCKING MECHANISMS WERE MADE. REPORTS OF THESE EXAMINATIONS CONCLUDED THAT THE LEFT (STUDENT PILOT'S) SEAT WAS NOT IN A FIXED POSITION DURING IMPACT. THERE WAS EVIDENCE THAT IT HAD TRAVELED TO AN EXTREME AFT POSITION BEFORE THE PLANE CRASH. THE LEFT SEAT LOCKING MECHANISM OPERATED NORMALLY WHEN CHECKED AFTER THE ACCIDENT.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUSELAGE,SEAT - NOT ENGAGED
2. (C) AIRCRAFT PREFLIGHT - IMPROPER - DUAL STUDENT
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. (C) PULL-UP - INADVERTENT - DUAL STUDENT
5. (C) RELINQUISHING OF CONTROL - DELAYED - DUAL STUDENT
6. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND(CFI)
7. (C) STALL/SPIN - UNCONTROLLED

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings Legend: (C) = Cause, (F) = Factor